



LATEST NEWS OF THE AUTOMOBILE TRADE AND INDUSTRY



"Will the 90 Overland Stand Up?"

World's Record in a Model 90 Overland—Goes One-sixth Around World, 4370.1 Miles, In Seven Day Non-stop Run With Gear Sealed in High.

WHEN Linn Mathewson, with Dick Carhart beside him, drove an Overland stock car, Model 90, up the planking on the steps and into the lobby of the Lee-Huckins hotel in Oklahoma City, Okla., Saturday evening, April 5th, a new world's record for automobile performance had been established.

This Overland Model 90 had been traveling then continuously for seven days and seven nights, in rain and fair, over muddy country roads and slippery city pavements and through the traffic of a busy city. The motor had not once been stopped nor had it missed a single explosion in 168 hours of continuous running. There was no gear shift lever for the driver. That had been removed and the gear sealed in high. In this seven day non-stop gear-sealed-in-high run, the car had traveled 4,370.1 miles. That breaks the world's record by 129.1 miles. And the previous record was made in Los Angeles as far back as 1914.

Traveling a distance equal to a trip from New York to Los Angeles and back again to Oklahoma, approximately one-sixth of the way around the world, the Overland 90 re-established in this remarkable run its full claim to the title by which the public best appreciates it—the Thrift Car.

"That's the gamest car ever built," the mayor of Oklahoma City said, as he shook hands with E. R. (Dick) Carhart, president of the Carhart Motor Co., at the end of the run.

An excited crowd of men and women pressed around the Model 90 as it stood before the desk of the hotel lobby. The mayor reached forward and turned off the button. The sturdy engine died down for the first time in 168 hours of hard driving.

The press wires that night carried the story of this remarkable Overland achievement to every city and town of the southland. Folk

Does This Look Like It?

Model 90 Car No. 145-135 Broke World's Record March 29-April 5, 1919; Made 4,370.1 Miles in 7 Days 7 Nights Continuous Running; Engine Never Stopped—Whole Distance in High Gear, Sealed; Average 624.3 Miles a Day—26.01 miles an Hour; Gasoline Consumption 20.66 Miles to the Gallon; Used 5 7-8 Gallons Oil—744.35 Miles to Gallon; Running Cost Per Mile 1.17 Cents; Ran 60 Per Cent Distance on Dirt Road; 30% IN HARD RAIN — SOME CAR.

The above record was made at Oklahoma City on average country roads of Oklahoma. 600,000 people are driving Overlands. Order yours today.



in the north knew of the accomplishment the next day as they read the papers. And all the southland had its attention pointed directly to a car that gives the kind of performance motorists demand. It was a splendid achievement.

The outstanding features of the record run tell a story as interesting as the daily log of controls and mileage which was maintained by the Carhart officials. Here they are:

1. The car traveled 4,370.1 miles in 168 hours at a total running cost for gasoline and oil of less than two cents a mile—to be exact, one and 17-100 cents for each mile.

2. The Model 90 motor ran continuously for 168 hours. The log of the trip shows that no adjustments were made to the motor during that time.

3. The carburetor was never touched. Yet the Overland Model 90 despite weather condi-

tions and road wear and a tight squeeze the second day to avoid a serious accident in the street never missed an explosion.

4. Champion Spark plugs were used. Not one had to be changed.

624 Miles a Day.

The average speed maintained by the Model 90 was 26.01 miles an hour. The average daily mileage was 624.3 miles. Only on one day of the trip did the car fail to exceed the A.A.A. official non-stop 24 hour mileage record of 587 miles. That was the third day. The car fell short of the A.A.A. record then by eight miles only.

6. The gasoline consumption was very low. The car averaged 20.66 miles a gallon. The gasoline used was 59 test, Sterling brand, refined by Sammies Oil Company of Oklahoma City.

7. The oil consumption would satisfy any motorist's pocketbook. Only 5 7-8 gallons had to be used to send the Model 90 over 4,370 miles of road and pavement. The oil cost \$4.70.

Crowds followed the progress of the car during the day time. Late home-goers cheered the drivers during the quiet hours of the night as one of the team of four toiled the wheel of the car over the boulevards of the city. During the day, the Model 90 threaded its way through business traffic handicapped by the fact that the gear was sealed in high. The car spun over smooth country roads to the suburbs of Oklahoma City and then took to the rough and rutted country between Edmund and El Reno.

The pavements were treacherous but even at that the car covered 116 miles in three hours and 50 minutes.

It was 11 o'clock Sunday morning when the Overland encountered the one accident of the trip. To avert collision in a street crash, the car swung sharply over and hit the curb. But the Overland Model 90 didn't stop. There were three cracked spokes in the right rear wheel for the rest of the day.

Rain and Mud.

The run during Monday and Tuesday was as uneventful as a walk to church on Sunday morning. The skies were clear and the pavements dry. Shortly after the midnight of Tuesday it began to pour—a regular southern rainstorm that doesn't spare passenger or vehicle. The rain continued all during the dark of the night and through Wednesday until after that midnight.

After that grueling test, the Model 90 seemed to run better than ever. The hum from the motor was music to the drivers. "It turns over like a charm," was their report to the judges. The gasoline consumption ran down to four gallons, touched five gallons and on one occasion totaled six gallons for distances of 116, 118, 103, 115 and 120 miles for the four hour periods.

Every dealer will be interested in this extract from Mr. Carhart's report to the Toledo office:

"We went to a great deal of expense and a lot of trouble to put this stunt over and it was absolutely successful. It went over 100 per cent. No car of its size and class ever went through a harder grind or a more severe test than this Model 90. It came out with flying colors, never missed a shot and today it is hitting just as pretty as any motor you ever heard."

Browning Auto Co.

HOW AKRON CAME TO BE RUBBER "HUB"

Dr. Goodrich, Back in 1869 Started Industry There; Now More Than 50,000 Tires Built Every Day.

What Detroit is to the automobile, Akron, in a larger degree, is to the rubber tire.

It is a peculiar and rather remarkable circumstance that this formerly little-known and rather obscure small town in the middle-western city should have become the center of the automobile tire industry within a decade to the position of one of the best known and most widely advertised cities in the world.

There was nothing about Akron originally that would ordinarily suggest such fame as has been brought to it as the "rubber center of the world."

It was the typical easy-going community of the middle west, getting most of its subsistence from the farming community of the neighborhood. Through the town were dug in the early days two important canals—the main artery of transportation prior to the railroad—and it was a thriving little place of some 10,000 people when Dr. Benjamin Franklin Goodrich first heard of it through a circular sent out by a coterie of its business men calling themselves "The Akron Chamber of Commerce." That was away back in 1869, and the little hand-bill prospectus that accidentally reached the attention of Dr. Goodrich has resulted in Akron's becoming famous to the far corners of the earth, as well as having been the means of founding scores of fortunes that in those days were not only unheard of, but undreamed of.

Rubber made Akron, and today well over 60 per cent of the rubber of the world comes to its enormous factories, and its rubber products are in turn transported to the ends of the earth.

In response to the alluring claims made for the little town so well supplied with canal transportation facilities, Dr. Goodrich in 1869 paid the community a visit and undertook to

interest some of the citizens and business men in his scheme of building a factory for the manufacture of rubber goods. Shortly before this the secret of the vulcanization or "curing" of rubber had been discovered.

Dr. Goodrich saw the opportunity, and Akron capital enabled him to establish his business at the obscure city. That was the beginning of a wonderful development. As the demand for rubber goods increased, Akron expanded, until with the coming of first the bicycle and then the automobile and the rubber tires they made necessary, Akron jumped not alone in fame but in material success to the front ranks of American cities.

The Akron of today is a bustling, bustling center of a great American industry, with a population of more than 160,000. The original rubber factory, which employed about twenty-five men at the beginning, is now a giant concern employing over 20,000 people and doing a business of hundreds of millions annually. Akron is a real hive of industry. The aggregate of its rubber products produced above \$300,000,000 last year.

Akron is now building more than 50,000 automobile tires every day and as many inner-tubes.

The two determining factors to be considered with regard to the feasibility of trailer operation are the road surface and the grades to be encountered. While any truck can pull three times as much as it can carry over level, hard-surfaced roads, it cannot do this over country roads of dirt or where there are heavy grades. It is usually held the 15 per cent grades are the steepest a truck can possibly ascend with a trailer in tow, but even this is beyond what the truck ought to be asked to do; 10 per cent would be more like a fair maximum. Therefore prospective trailer users will do well to consider very carefully these two factors.

Do not forget that discipline has been one of the ingredients most lacking in the motor truck drivers in the past. Its absence has accounted for many accidents and heavy losses. Also do not forget that the men who have been driving military motor trucks abroad have learned discipline and initiative at the same time. Never was there a better chance to fill the corps of motor truck drivers equipped with every ingredient that makes for efficiency.

THE TOWNSEND BILL WILL BE SUPPORTED

Highway Improvement Meets Approval of Various Good Roads Advocates of the Country.

Many national organizations interested in one way or another in highway improvement will support in the next congress what is now known as the Townsend bill. This is evident from the numerous inquiries received by the American Automobile association from all parts of the country. These letters find their way to the A. A. A. main headquarters because of the co-operation of this country-wide organization of car owners with the American Association of State Highway Officials in the passage of the federal aid road act, as a result of which the federal government is now spending \$275,000,000 in the next two and a half years, with a like amount contributed by the several states.

Director of Roads J. E. Pennybacker, who recently resigned as chief of management of the United States bureau of public roads to devote his energies to A. A. A. highway work, thus outlines the support that will undoubtedly accumulate behind the bill which will call for a federal system of interstate highways:

"While it is to be expected that the six million motor car owners in an organized form should contend most vigorously for a maximum federal concern in roads progress, there are other national associations, the members of which have an equally great interest in highway improvement. For instance, the National Grange would approach the subject from the transportation viewpoint, since it profits the farmer little to raise crops which cannot be economically delivered to market. The United States Chamber of Commerce, with its powerful local chambers and thousands of individual members all over the country, gives evidence of its interest in the subject by adding to its committees one which will devote its activities to highways

betterment. The American Association of State Highway Officials, composed of the respective state highway departments and the federal bureau of public roads, is concerned because these are the road-building organizations upon which the various commonwealths depend for the construction and upkeep of state highways and for co-ordinating these state systems with the national policy to meet interstate needs.

"With the road user, the road builder, the food producer, and big business coming together in the interest of a sound national policy toward highways, it cannot be doubted that tangible results clearly in the interest of public welfare will result."

THE NASH SIX HAS THE 'PEP'

In speaking of the Nash Six, T. A. Jost, salesman for the Andrews-Nash Motor company, says that he has had experience in driving practically every make of car that is represented in the automobile country and that the Nash Six has more than done what he had expected of it.

"I have had actual working experience in a number of the Detroit automobile factories," Mr. Jost says, "and I can honestly say without fear of contradiction that the Nash Six gives you more for your money than any other car in the light six class. Upon raising the hood of the Nash Six, you don't find the usual working parts of the motor exposed to grease and dirt, but instead, all is enclosed and gives the neat appearance of a well built motor, which requires but a few minutes each week to keep clean."

"It really is a pleasure for me to demonstrate this car to my friends and so far, all that have taken a ride in the Nash are more than pleased with the performance of this deep breathing six."

Mr. Jost was formerly of the firm of Wetherpoon & Jost Brothers, at one time dealers for the Buick cars in this territory.

FIRESTONE DEALER URGES GOOD ROADS

"The present year promises to be a banner year for good roads," says Geo. Huss of the Central Carriage Works. "This movement, the importance of which has been partially under-rated for a good many years, progressed steadily, though perhaps not satisfactorily, until 1918, when the exigencies of war halted its further extension just as they halted a great many other advances. And yet it was the war which brought home to us in a degree never approached before, the real significance of the movement and our national failure to apprehend that significance."

"Our widespread neglect was brought clearly to light in many ways and on numerous occasions. Our caravans of commerce were insufficient in number and weak in their construction. The astounding results achieved by the government in helping the allies to save Europe were achieved rather in spite of our highways than by virtue of them. In one instance, when it was decided to deliver trains of motor trucks on the Atlantic seaboard under their own power, it took the first group eight days to reach Pittsburgh; good roads would have reduced the run half the time. The victory at Chateau Thierry is said to have been made possible by the successful performance of a motor truck, which, starting as one of four, was the only one to arrive at the front, carrying 50,000 rounds of ammunition that put the finishing touches on the American victory. What might four days' delay have meant to them?"

"Shall we lag behind Europe in these particulars? France, especially, has showed the way, and I am not playing with words merely, to the United States. Even in spite of the terrible havoc wrought by the most contemptible of foes and in spite of horrors which can be neither numbered nor fathomed, that brave little nation maintained almost to the front line trenches a system of highways that will always be a marvel to mankind. A system, mark you, not an occasional road, or even a group here and there, but a vast mesh work whose strands and filaments connect almost every city and town and village from the Channel to the Pyrenees and from

the Bay of Biscay to the Alps. Our men who have fought in France know this; and they will never rest content, when they return, with the puny imitations to which we had grown lazily accustomed prior to the world struggle.

"Is not the word 'American' as good as 'Appian'?" Magnificent highways everywhere, long and straight and imperishable, gleaming white forever under the sun—why not here in America as well as in far-off Italy?"

State Automobile Club Adopts Monitor Committee Plan

In order to bring about a closer observance of traffic regulations throughout the state and obedience to the warning signals which are to be posted along the main highways, tentative plans have been made for the organization of a volunteer monitor committee among the membership of the Utah State Automobile association. The chief function of this committee will be to aid peace officers in all parts of the state to enforce the legally adopted speed and traffic regulations and to make motoring safe for the man who drives within the law.

Those who violate the law are not in the majority, it is declared, and it is to eliminate the speed fiend and careless driver that the association has undertaken this work. The plan as carried out by the Detroit Automobile club has been taken as a pattern on which to organize the Utah State association and its adoption is likely.

The Detroit Plan. Under the plan as worked out by the eastern club, each member of the volunteer monitor committee is supplied with blanks on which are named various violations of traffic regulations, such as driving on wrong side of street, improper parking, driving without lights, glaring lights, driving past standing street cars, driving at excessive speed, crossing streets at dangerous speed, careless driving near school buildings and disregarding right of way rules. The blank also provides space for date, time and place of infraction of the offending car. The person sending in the blank has but to fill in this information and place a check mark against the particular vio-

lation of traffic rules of which the party is guilty. Upon receipt of these blanks at the association headquarters a letter is sent to the offending party directing his attention to his violation of traffic rules and asking that he use greater care for the observance in the future.

Spread the Gospel. The wording of the letter is such that no offense could be taken, neither is the name of the complainant mentioned.

"The automobile association is for safety to all persons, whether driving an automobile, a horse, or walking upon the streets and highways," said Office Manager Foster. "We are advocating safety and courtesy as well as obedience to law, and hope in this way to earn the good will of the public and to conserve life and limb and lessen repair bills."

Mr. Foster also announced that the association will, in the near future, cause road signs, indicating division routes and passable road to nearest towns, to be erected at points where state and county highway work is now being done.—Salt Lake Tribune.

SHIFTER LEVER TROUBLES. Excessive play in the main shaft of the gearbox may cause the gear shifter lever to be forced out of position. Usually the front bearing on the main shaft is shimmed, so that the condition is easily remedied. End play in this shaft also may be the cause of chattering in the clutch and a bucking when the car is on a grade or otherwise pulling hard under load. If this is not corrected in time the shaft play may cause permanent injury to the gears.

VALVE STEM GUIDE BUSHINGS. In engines not fitted with special valve stem guide bushings, excessive wear of the guide and consequently valve stem side play and oil leakage may be prevented by reaming the guide and fitting a bronze bushing. The bushing may be obtained already machined from any supply house. If fitting the valve should center on a side tappet, otherwise there will be a side thrust against the bushing and it will wear eccentrically.

Call on J. J. Brummitt at 2417 Hudson avenue, if you want to sell your Liberty bonds. Phone 59.